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OMRE News

REORGANIZATION: In the national conference of OMRE (Orszagos Magyar Repulo Egyesulet, Hungarian National Flying Association), reorganization of the Association was unanimously voted on the recommendation of Andras Ragvanszky, General Secretary, as presented by Janos Csizok, Central Party Secretary. 97

The scattered, local character of Hungarian pre-flight training was discontinued and, following the example of the similar Russian association, DOSAV, centralized and local party supervision was created. The various modeling, glider, and airplane clubs will be consolidated into OMRE clubs. Club directorate is to be elected in open elections. Party functionaries, members of the local council, Stakharovites, and representatives of mass organizations must participate in the directorate. The nuclei of the new clubs should be formed out of the flying clubs of large enterprises, because it is here that the Communist party ideal is most firmly entrenched.

OMRE training: On 26 May 1950, a 10-day OMRE junior glider race was held on the Hajduszoboszlo glider airfield. In order to emphasize the importance of the event, Lajos Drachos, President of Parliament, assumed its patronage. At the same time, recruiting drives were held on the main glider airfields of the country (Harmashatar Hegy, Bekescsaba, Pecs, Gyongyos, Banreve, Algyo).

On 1 May, a 6-week instructor training course was begun at Bekescsaba. Graduates will be employed as OMRE instructors, but most of them will receive military flight training. All the 116 students are factory workers, with the exception of one chemist. Endre Karsai is in charge of the course. Chief instructors are: Sandor Kadar and Jozsef Kardos. Only applicants ~~are~~ <sup>are those</sup> admitted to training who have passed examinations "B" and "C" and are politically reliable.

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New insignia: The foregoing decree introduces as a new insignia the Soviet five-pointed red-star, placed between golden wings.

#### FLIGHT TRAINING

1. Matyasfold: Situation in April 1948: Only the most necessary buildings were restored. Two companies of recruits are being trained on training ships.

Organized on 1 February, 1948. 96 recruits arrived on 15 March, 1948. On 15 April, 1948, Kossuth Academy students arrived for a 6 months trial period.

Commandant: Lieutenant Colonel Janos Gyenes. Deputy: Major Andor Lang.

Cadet Commandant: First Lieutenant Andor Balogh. Commandant of Kossuth

Academy Students: First Lieutenant Istvan Kardos.

Recruits: 50 percent were assigned to airfield maintenance and 50 percent to technical training courses, where they were trained in photography, meteorology, and gunnery. This group was broken up after basic training. Thirty of the students became flying cadets and the others received technical training until 15 October 1948. The 30 flying cadets went on training flights in Blucker-Jungmann airplanes after 2 weeks of theoretical training.

In October 1948, there were: 8 Bucker-Jungmann and 1 Arado airplanes.

On 14 August, 1948, 36 Soviet UT-2 airplanes arrived which were subsequently transferred to the Szolnok airfield on 1 September, 1948.

#### Plan of airfield attached.

2. Szolnok. Organized on 1 September 1948.

Commandant: Major Istvan Gellert

Deputy: Captain Istvan Tuba

Adjutant: First Lt Gyorgy Gevai

Cadets: 53

Number of planes: 36 UT-2 and 6 Bucker-Jungmann.

Gasoline Supply: 45,000 liters, blocked emergency reserve.

Arrived on 18 November, 1948: 8 Brucker-Grossman Class II training ships and 4 Sokol training ships (bought from Czechoslovakia).

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Arrived on 4 December 1948: 1 Aero 45 training bomber.

The above are used for training.

In March, 1949, this unit (?) [sic] received a banner.

On 1 November 1948, the first independent paratroop company was formed. It is attached to the Szolnok airfield. Training commandant: Captain Ferenc Gado. Trainees first received 6 weeks in infantry and guerilla training, then came the obstacle course, parachute jumps, and parachute jumps from airplanes. Armor and parachutes are Soviet materiel. This unit took part in the 1 May 1949 parade in cars.

Sketch of the Szolnok airfield attached.

### 3. Marosvasarhely (end of February 1949)

Sketch of airfield attached.

#### I. Sport planes

Personnel strength: 50

Gliders: 12 Ykar, 3 Grunau 9, 1 Grunau Baby II.b.2. (c 2 ?), 1 Tucso, 2 Vocso, 1 Pilis, 1 Cimora, 1 Goffit, 1 Cranich (?), 1 Wejhe (?).

Testing material A, B, C, and the international C tests. In addition, students receive complete technical military training without weapons.

#### II. Military Group

Total personnel strength: 80

Airplanes: 5 UT-2 Russian training ships (U-2 ?), 3 Storch, 2 Bucker-Jungmann.

The public is told that only sport flight training is given, while actually emphasis is on military flying.

4. There are 50 Flitt, English-type planes at Szaszmeggyes [Romania]

5. Brasso [now Stalin, Rumania]: Demolition [sic] and fighter training is being conducted. The planes include night fighters and heavy bombers (number unknown).

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AIRCRAFT PRODUCTION

[Place name illegible]: [Last name illegible] Erno, designer.

Serves for glider towing, is equipped with a 150 HP engine and tows the glider to an altitude of 1,000 meters in 4-5 minutes. It is manufactured in Hungary. (See Szabad Nep, 30 April, 1949)

The destroyed factory in the vicinity of Esztergomtabor will be rebuilt and will be the largest aircraft plant in Hungary (see Magyar Nep, 7 April, 1949).

Note: There is already a small plant at Esztergom, the "Aero Ever" plant, which manufactures gliders. On the other hand, the Esztergomtabor plant was bombed out while in a half-finished condition in 1943 or 1944.

V-3 glider type: Bergeteg Sg. II: wing span: 18 meters, longitudinal axis: 11 meters.

Moka Sg II. (only technical plans have been completed).

(The above information is based on data as of March 1949.)

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Paramilitary Flight TrainingOMRE

After 4 weeks training in the OMRE training camps, students solo. The Buckner-Jungmann training ship is used.

An airplane mechanics' school and an apprentice training shop were set up for OMRE (see Hungarian press news).

OMRE gives pre-flight training and teaches aerial acrobatics. Each preflight course lasts 3 months. Students are recruited 3 times a year. After completing the course, students are sent to Matyasfold or Szolnok for further military flight training. Arado 96 type planes are used for training.

Executive offices of OMRE: Budapest, V, Stalin Place 18.

OMRE Training cadres: Budaors, Esztergom, Győr, Balatonkiliti, Algyő. The Budaors cadre is to become a military airfield cadre by 1949 and will then be transferred to Ferihegy.

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### I. High Command of the Hungarian Air Force

The high command of the Hungarian air force, commanded by Brigadier General Barna Horvath, is one of the main divisions of the Ministry of Defense, the so-called Air Division.

The division is broken down according to missions:

a. Training. Commandant: Major Janos Gyenes, Aide: Captain Gyorgy Kosa.

b. Organization. Commandant: Robert Kennedy-Kurz.

c. Technical. Commandant: Lt Col Szilard Budai

d. Inspector General: Lajos Dukai.

### II. Highest Organ of Hungarian Civilian Aviation

This organ is one of the departments of the Ministry of Communications and Posts and is located in the main post office on Dob-uca. This department has the following branches:

a. Traffic.

b. Radio. Laszlo Tihanyi, postal engineer, in charge.

c. Airfield construction: Istvan Mondok, architect, in charge.

d. Technical. Antal Banhidi, ex-sport flyer, in charge.

### III. Hungarian Flying Organizations

a. Civilian: "MASZOVLET", Headquarters at Dorottya-uca 7.

Central airfield: Ferihegy (10 LI-2; 5 PO-2 (Podwa).

b. Military units, institutes, and institutions.

c. Pre-flight: "OMRE". Headquarters: 14 Stalin Place.

### IV. Russian Requirements

According to the Russian demands of 1948, Hungary is to train 1,600 pilots a year beginning 1951.

### V. Flight Training in Hungary

a. Military.

Officers': "Gyorgy Kilian" Air Academy, Szolnok [crossed out in pencil] 7.

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Political Officers': "Petofi" Academy.

Air. General Recruit Training: Szolnok.

Fighter Training: Kecskemet.

Transport Training: Matyasfold.

Aeronautical Technical: Budaors.

Meteorological: Miskolc.

Air Security (radar): [not given]

Parachute Training: Szolnok - Papa.

b. Preflight training: in the 16 OMRE "cadres" (it is said that 20 exist).

Meteorological center: Kitajbel Pal-ucca, Budapest.

#### VI. OMRE Training

As a civilian organization, OMRE is under the jurisdiction of the Aviation Department of the Ministry of Communications and Posts; however, training activities are under the supervision of the Ministry of Defense. OMRE headquarters is located at 14 Stalin Place (formerly Erzsebet Place).

OMRE has 16 cadres located at Budapest, Tatabanya, Ozd, Miskolc, Gyongyos, Gyor, Szentes, Algyo, Esztergom, Nyiregyhaza, Debrecen, Szeged, Bekescsaba, Hajduboszormeny, Pecs, Balatonkiliti, and Ferihegy.

Each cadre conducts two 3-month courses a year. During the winter, only instructor training courses are given. One instructor and six students are assigned to each training ship in the course. Basic training consists in teaching to fly a 100 HP airplane. After successful completion of the examination, the student is inducted into the armed forces.

#### VII. Training Planes of OMRE

So far various types of training ships have been used (Bucker). At present a new type designed by Bela Samu is being introduced. (Low-wing, mixed construction; closed; 2-seater; 100 HP; approximately 10). Bela Samu, an engineer, is head of the design department of OMRE.

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VIII. Military Training Planes

Zlin - single engined; closed; low-winged aircraft; two-seater.  
(seats one next to the other).

UT-2 - Primary fighter plane.

Aero-45 - Twin engined; four seater; primary trainer.

IX. Aircraft Works.

The former "Uri" aircraft works at Matyasfold. Now an OMRE repair shop.

"Aero Ever" - Esztergom. Manufactures gliders.

Gyor Wagon Manufacturing works, Gyor. Assembles planes from old German aircraft.

"Horthy Ligeti" shops, manufacture Bela Samu models.

Magyar Dunai Repulogenggyar / Hungarian Danube Aircraft Works /. Engaged in manufacturing jet planes on Soviet specifications. Located approximately 1.5 kilometers from the airfield. Two assembly shops are under construction.

Note: Major Huvos, political officer, Matyasfold. One paratroop battalion requires approximately 40 LI-2s. One LI-2 holds 20 persons.

Transfer Of The Taszar Airfield

Rebuilding of Taszar airfield (10 kilometers east of Kaposvar), indicated in Report Number 36 of this year, has been discontinued and construction of a new airfield one kilometer northeast of Taszar has been begun. The area of the new airfield will be 3 x 3.4 kilometers. It will include three hangars of 60 x 30 meters and two 4-story barracks. A special railroad branch has been built connecting the Taszar railroad station with the new airfield. The airfield can no longer be observed from the train because the airfield is hidden behind a hump. Construction is still in progress under the supervision of Hungarian engineers with 1,000 workers.

Aircraft Radio Station at Szekesfehervar:

An underground aircraft radio station exists on Oreghegy (Old Mountain)



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11 kilometers from Szekesfehervar. Exact location cannot be given, because the wooded area above the vineyards has been closed off. It is said that this aircraft radio station also includes a radar station, but the flyers are not informed on this point.

Near the Sosto (Salt Lake) Airfield, in the vicinity of Szekesfehervar, six new aircraft radio stations have been built. Closer identification of the location is not given.

A radio beam station was built by the Russians at the beginning of this year in the Nograd castle (now in ruins), located near the city of Nograd, 24 kilometers north of Vac. The area of this castle is closed.

#### New Russian Airfield At Debrecen

Source has learned through an acquaintance that on the Russian airfield, indicated in his report Hn. Gr. 71, two hangars of 70 x 30 meters and one hangar of 40 x 50 meters, together with six barracks of 20 x 10 meters each, have been completed. It is assumed that these are temporary buildings, because the roofing is corrugated iron and the frames are steel tubes. Construction work is in progress. At the end of October, the observer saw 15 planes in the open, of which six were twin-engined monoplanes and the rest were single-engined monoplanes.

#### Russian Flyers Alerted At Veszprem

An alert was in effect toward the end of October and the beginning of November on the Russian airfield located on Hatot Plane, 5 kilometers north of Veszprem, where a larger Russian bomber unit is stationed. The flyers were not permitted to leave the airfield and all officers who lived in the city of Veszprem were ordered to stay on the airfield continuously.

#### One enclosure

#### The Debrecen Airfield

Location: Immediately south of Debrecen, between the Debrecen-Sarard

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railroad and the Debrecen-Mikenevcs-Derecske highway.

This airfield, which serves Russian military purposes, was completed in 1949. In view of its central location, it was decided last June to enlarge it at a cost of 60 million forints and to make it the aviation center for all Cominform countries. Construction work was first disguised as preparatory work for new rice fields. However, in July, when the Sarand railroad line was moved to the West, the purpose of the large-scale ground breaking became evident.

The long axis of the military airfield in operation lies in a northwest-southeast direction and is 3 kilometers long. It has a width of one kilometer.

The airfield serves Russian flight training purposes. One bomber and one fighter unit are based on the airfield. Both units are conducting training.

Present Russian flight personnel strength on the airfield is 400, three-quarters of whom are in the 20-22 year age group.

The commandant of the base is a 40-year old, tall, blond, Russian colonel, with a scarred face and the left eye missing. His living quarters are on the grounds.

It is difficult to state the exact number of planes, because of weekly changes. In the middle of July 1950, the following aircraft were on the airfield:

- 9 "UT-2s" (double-seater, low-wing, single-engined training ships with retractable landing gear) Engine: 1 M-11 D.  
Cruising speed: 150-200 kilometers per hour.
- 60 "Yak-9s" (Fighters with single seats, low-winged monoplane with retractable landing gear.) wing span: 10 meters. Length: 8.5 meters. Weight: 3,200 kilograms. Engine: VK-105 PF/1260 HP. Speed: maximum 560 kilometers per hour; cruising speed: 300 kilometers per hour. Maximum range: 1,400 kilometers. Armor: one 37 mm automatic rifle and

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one 12.7 mm machine gun.

- 12 "LA-7s" (Fighters with single engine, low winged, single seaters.)  
 Engine: One M-12 FFW/1450 HP. Maximum speed: 620 kilometers per hour. Cruising speed: 300 kilometers per hour. Maximum range: 1,000 kilometers. Rate of climb: 5,000 meters per 4 minutes. Armor: Two 25 mm automatic rifles. Armored pilot seat. Length of runway for take-off: 400 meters. Length of runway for landing: 600 meters.
- 30 "TU-2s" (Mid-wing, twin-engined, bombers with two rear side rudders.) Engine: Two M-82 FFW/ 1,600 Hp. Maximum speed: 560 kilometers per hour. Cruising speed: 400 kilometers per hour.

#### Enlargement of the Debrecen Airfield

Enlargement of the Debrecen airfield was begun under the pretext of breaking ground for a new rice field at the end of June 1950. Labor procurement was assigned to the Debrecen Communist Party. Construction is carried out under the direction of Russian military engineers headed by an ~~engineering~~ colonel *of engineers*.

Aside from the area of the airfield and the removal of the Debrecen-Sarand railroad line, nothing could be learned, because construction is carried out in groups on daily work schedules.

According to information originating with the Russian construction engineers, the new airfield is designed to be the aviation center for the Cominform countries. The area is blocked off and guarded by the Debrecen AVH (State Security Authority). The workers are provided with special entry passes. When leaving the grounds, some of the workers are searched at random. Completion of the new section of the Sarand railroad line has been set for September by the Russians.

#### Explanation of Symbols

- A- Teghlaskert Telep (Brickyard Settlement)  
 B- Boldogfalyvakert Telep.

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- C- Airfield in operation.
- D- Airfield under construction.
- E- New section of the Debrecen-Sarand railroad line.

Approximately 1,000 workers are employed in grading the airfield and a similar number of workers is engaged in removing the railroad line section. An unknown number of tractors (source has been ten) is employed in grading work, together with 30 trucks. In the middle of July, a large amount of cement and gravel arrived, which was deposited along the Sarand railroad line.

Courier Department, Matyasfold.

Parachute Battalions: Papa and Szolnok.

"Kilian Gyorgy" Aviation Academy [~~all before~~ crossed out], Szolnok.

Aviation Technical Academy [~~last word~~ crossed out], Budaors.

First volunteer flight training company, Matyasfold.

Parachute training at Budapest, Farkashegy.

OMRE military aircraft repair shop: Matyasfold.

Testing committee: Budapest, Ministry of Defense.

Aviation technical research institute: [~~sic~~]

[The following pencil note added:] the former "Doszy Lorand" aviation research institute at Ferihegy.

Parachute shop: [blank].

Training in blind flying: Matyasfold and Budaors.

#### The Russian Air Force

(Time: End of March 1950).

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#### Fighter Planes. First Line Planes:

Gas turbine powered Yak-15, 1,000 kilometers per hour.

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Cas turbine powered Mic-9, 1,000 kilometers per hour.

Of the two types, the Mic-9 is better.

Both are improved versions of the German turbine-driven fighters.

Mikoyan, the designer of the Mic-9, is the most famous turbo aircraft builder, as well as the pride of the Soviet Union. They have altogether 2,000 planes of these two types.

Yak-17 rocket plane. It has the great disadvantage that it must land at a speed of 200 kilometers per hour, because its stalling speed is excessive. So far, 500-600 have been manufactured. This type is not suitable for mediocre pilot material.

B-5 [ "B" is unclear and could be "B" ] is likewise a rocket fighter and has been developed from the Messerschmidt Me-263 with a speed of 1,000 kilometers per hour. Apparently, this type is in the experimental stage, because there are hardly 100 planes of this type in service. An order has been placed for such planes with the "AVIA" works at Prague. The Avia has already made preparations for the manufacture of the planes, but has not produced any as yet. It is expected that serial production will be begun shortly. Output of Avia is estimated at 80 per month.

#### Second-Line Planes:

Yak-9, an improved model of the Me-109, but has a speed of only 600 kilometers per hour. It is manufactured by the AERO works at Prague. Output unknown. There are 2,000 - 2,500 Yak-9 planes.

LA-7 and LA-9, manufactured by the Russian Lavochkin works, modeled after the old German "W" (Focke wulff) -190. They have 1,000 planes of this model.

TU-2, built by Tupovlev (some also owned by the Hungarian air force), developed from the old German DO-19. Bomb load 2,000 kilograms. There are approximately 5-600.

PE-2, built by Petlyukov, modeled after the German Heinkel HE-111. Bomb load: 2,000 kg. Has a speed of 600 kilometers and a range of 1,400

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kilometers. It is a very poor plane and probably serves only for training purposes.

#### Four-Engined Aircraft:

They have a four engined craft, partly rocket propelled. It has the advantage of a high rate of climb and slower bombing and landing speed. According to data not quite clearly understood, 10 percent of the performance of this craft is due to rocket propulsion. Name of model unknown. There are 4 to 500 craft in service, but only in the Soviet Union. However, it is possible that this type is identical with the following two types:

**TU-4** TU-70, built on the model of the American B-29. Bomb load: 4,000 kilograms. Has a speed of 500 kilometers per hour and a range of 5,000 kilometers. They have approximately 400.

ILJ-1 or ILR. ILJ means that the plane was built by Ilyushin. It is a 4-engined rocket bomber with a range of 4,000 kilometers and a speed of 800 kilometers per hour. Bomb load: 4-6,000 kilograms. Less than 100 planes of this type have been manufactured. (It is possible that the combined number of TU-70s and ILJ-1s is approximately 500 and that 10 percent, or 50 planes, are Ilyushin rocket bombers. However, no accurate data could be obtained from confidential sources.)

PE-16, (Petlyukov) is an experimental type, modeled after the JU-287. It has four gas turbo engines, a bomb load of 3,000 kilograms, and a range of 7,000 kilometers.

IL-24-X (Ilyushin) is modeled after the German DES 8-345 with supersonic speed. It is believed that this plane will deliver the A bomb. It is equipped with two gas turbo engines and V-shaped wings. It has a small bomb load.

#### III. Combat Planes

IL-10 (Ilyushin). Single-engined craft with a speed of 700 kilometers per hour, used during the last war. There are 1,000 in service. However, according to other sources, there are 6 to 8000 craft.

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TU-4 (Tupolev) rocket planes with a speed of 800 kilometers per hour. They have 2,000.

Disadvantages: 1. Personnel is insufficient; ~~only~~ 45 percent of the required personnel is ~~missing~~, <sup>lacking</sup>,

2. Lack of radar equipment (there are airfields where it is missing altogether).

3. There are few modern airfields. Often there are no concrete runways.

Evaluation: Good basis for development. Offers protection against a great power. Organizationally, the fighters are assigned to aerial defense. The ground forces are constituted <sup>to</sup> in an independent division within the air-force. The regiments are homogeneous.

#### Miskolc Airfield

Location: North-north-east from Miskolc; 4,300 meters from the Miskolc-Sajoszet<sup>h</sup>peter highway.

Condition: Has an area of 3 x 2 kilometers, with the long axis pointing northeast. The installations shown on the enclosed sketch are intact. The two hangars, as well as the billets, were completed at the beginning of 1949. The field has no concrete runways, but only a ~~pressed~~ mudfield of 500 x 500 meters.

Occupation: Approximately 300 to 400 Russian soldiers. Two thirds of this number are recent graduates who are waiting for assignment to the various flying units. The commandant is a Russian colonel with quarters on the field. The officers and men are quartered in the buildings as indicated. They leave the airfield very infrequently.

Security: At the entrances, as well as at the four corners of the airfield, Hungarian soldiers stand guard. However, entry at the southern gate is controlled by Russians. The barracks, shops, hangars, and the planes kept in the open are guarded by Russians. The fence is 2 meters high, is equipped

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with barbed wire as well as with searchlights at 10-meter intervals, and is said to be mined. The Hungarian guards are equipped with rifles and the Russians with machine pistols.

Training: Flight training has consisted only of basic training in the past. Completion of this training was planned for the middle of May. The personnel spent two weeks at Pana last June for an unknown purpose. The majority consists of the 19-21 year age group. Aerial gunnery practice was not observed. Night-flying is practiced.

Aircraft: The approximately 70 planes kept in the open are twin-engined Russian bombers. In addition, there are three Russian two-seater training ships with wooden frames, type TU-2. Hungarians are not admitted into the hangars, which are kept closed at all times. It is, however, possible, that the hangars contain aircraft which are similar to those observed on the field. This assumption is based on the following observation: In the middle of June, shipments of unknown contents arrived during two nights and were placed into the hangars. To make room for these shipments, approximately 20 craft, which were similar to those kept in the open, were brought out of the hangars. These craft are now also kept in the open. (Unloading and all other work is done by Russians only.)

#### REPORT ON THE MASZOVLET

##### (Soviet-Hungarian Aviation Company)

##### 1. Restrictions in Civilian Air Traffic Control

On instructions by the AVH (State Security Authority), the following regulations have been issued:

- a. MASZOVLET planes may be flown by Russian pilots only. (In effect since end of 1949.)
- b. Each civilian plane carries two armed AVH policemen during the flight.

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c. When applying for a ticket, each passenger must submit detailed personal data, together with reasons for the trip. The tickets are issued only after a thorough check-up by the AVH.

d. The ship, as well as the passengers, baggage, and parcel post, is examined before the take-off. The examination is conducted by the AVH personnel on board together with AVH ground personnel.

e. Carrying of cameras is prohibited.

f. After the take-off, the plane must send reports on its position at short intervals. The reports include a secret signal known to the Russian pilot alone, which indicates that all is well aboard.

g. The plane must not fly at an altitude exceeding 500 meters within a given distance from the field of destination.

## 2. Security Measures For The Hungarian Military Aviation

The AVH has not succeeded in acquiring control over Hungarian military aviation, even though it has been making efforts for this purpose since the beginning of 1950. The failure of the AVH in this respect is attributed by the Hungarian pilots to the intervention of the Russian pilot trainers.

However, to forestall escape, orders have been issued that training planes may carry fuel only in a quantity which is sufficient for the given task. The quantity of fuel must not be sufficient for reaching <sup>or</sup> the southern or western border (within 50 kilometers). The quantity of fuel is checked before the take-off. Deviation from these rules is ~~subject to~~ <sup>permitted only by</sup> special permit. Special permits are, as a rule, granted for formation flights. (Mutual control.)

## 3. Types of MASZOVLET Planes

Civilian aviation is served by 15 to 20 "IL-2" planes which Hungary received from Russia in 1947-48. This plane is an improved model of the 1938 SOE-2, which was massproduced in 1943. It was used for the transportation of passengers, wounded, and freight during the war.

Data of the plane: It has a wingspan of 22 meters, a length of 15.25 meters, a maximum speed of 220 kilometers per hour, and a range of 500 kilometers. It is powered by M-62 or M-63 twin engines of 1,000 HP each.

Passenger capacity: 20-22 persons besides the crew.

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**SECRET**1. MASZOVLET Airfield

The central airfield is located at Ferihegy at present (previously at Budaors). The Ferihegy airfield has eight IL-2 passenger planes. Other airfields are at Győr, Szombathely, Pécs, Siofok, Szeged, Bekescsaba, Debrecen, Miskolc, and Diosgyor (the latter is subject to confirmation).

The Taszar Airfield

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Time: 1949-50.

Construction of the Taszar airfield was begun by the Germans in 1944. Previously it consisted only of two hangars (Numbers 7 and 8) and of two buildings, which have been dismantled in the meantime. Most of the officers were quartered in Kaposvár; the recruits in the Baross barracks at Kaposvár; and the guard and ground personnel in Taszar.

The Germans began building the barracks shown under Number 2, but could not complete it. They also built the wide take-off runway shown under 5 and 6, as well as the U-shaped open anti-aircraft trenches. In 1945, the airfield was distributed among the peasants, who immediately plowed it. In 1949, the airfield was taken back from the peasants, and in November of that year modernization and reconstruction work was begun. The barracks (Number 2) which was left uncompleted by the Germans was rebuilt in 1949. Part Number 5 of the 12-meter-wide take-off runway was covered with sod. Drainage pipes were built on the entire area of 400 x 250 meters of the airfield. This work, as well as the sunken hangars shown under Number 3, was completed in the middle of April, 1950. There are single-engined Russian fighter planes with thick fuselages on the airfield. The number of these planes is unknown to source.

Explanation of Symbols:

1. Airfield 400 x 250 meters with drainage pipes. Completed in April, 1950.
2. 12 two-story barracks, 10 x 10 meters, with basements, and the roofs are painted red.

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3. 6 sunken hangars with concrete ramps and roofing, covered with sod on the outside.
4. 9 open sunken hangars, surrounded by ditches.
5. Concrete take-off runway, 12 meters wide and 400 meters long, covered with sod.
6. 12-meter wide concrete take-off runway.
7. Hangar 60 x 20 meters.
8. Hangar 50 x 15 meters.
9. 4.5-meter-wide concrete road for automobiles.
10. Taszar railroad station.

SUBJECT: OMRE NEWS.

Time: Since the middle of September.

Training Course for Airforce Political Officers

At the end of September, a new training course for airforce political officers was begun on the airfield near Szentes. The head of the training course is Sandor Vajna (a 28-year-old former chemical industry worker, who completed the OMRE instructor course at Bekescsaba at the beginning of the year). The course was originally planned for six months, but it is rumored that it will last 3 months only. The students were recommended by regional OMRE organizations. The only criterion for admission was political reliability. There are 34 students, including three women. According to Major Jozsef Vertes, the course is subsidized by the Ministry of Defense.

Training of Hungarian Flyers in Russia on Yak-17s

Colonel Jozsef Toth, commandant of the airforce group of Kecskemet, stated on 3 October that approximately 300 Hungarian flyers now in Russia will receive training on Yak-17s (jet fighters). He stated that creation of a second Hungarian airforce regiment may be expected soon and that the planes for this new regiment are available already. (In this connection,

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25X1 [ ] 50 Yak-9s and 50 IL-10s are being stored at Budacs).

Transfer of the Sosto Airfield to the Hungarians

In the middle of September a Hungarian-Russian mixed committee inspected the Sosto Airfield near Szekesfehervar with a view to transferring the airfield to the Hungarians. The committee also inspected the work in progress on the Sosto and Borgond airfields. Completion of this work, which consists mainly of the reconstruction of barracks, is expected by the end of September. The results of the inspection are not known as yet. At present (beginning of October) there are few planes and little personnel on the Sosto airfield. Colonel May is temporary commandant.

OMRE Parachute Training

Source has learned of the existence of only 14 parachute clubs, as compared with the 80 clubs originally planned. There are five at Budapest and one each at Szeged, Bekescsaba, Szolnok, Szekesfehervar, Ozd, Papa, Hajduboszormeny, Gyor, and Miskolc. The OMRE plans issued last August provide for three phases of training:

1. Calisthenics and jump practice.
2. Free jumps and tower jumps with parachutes.
3. Jumps from planes.

Practice is conducted three afternoons per week, including Saturdays and Sundays. As an incentive, bonuses are paid after completion of phase 2, according to the number of jumps from planes.

The following jump towers are used by OMRE clubs: two at Nagyrakos [ Budapest ] and one each at Szolnok, Papa, and Bekescsaba. An additional tower is being built at Ozd. It is planned to build towers in several other cities, but the locations are not known [ ]

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New Military Airfields

The military airfields at Mezotur, Mako, and Balatonszabadi, which had

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been in use during the last war and were subsequently converted into farming land, are now being used by the Russians again.

#### New OMRE Training School and Airfield

A new OMRE aviation school has been established on an old pasture, 10 kilometers north of Miskolc and directly south of Sajó-Kapolna and Sajó-laszlofalva. The ground work has been completed. A two-story building for the personnel on the southern apron was also completed before the beginning of October. A glider school was operated on the 100 to 150-meter-high hills, directly south of the airfield. This school has now been combined with the aviation school. The airfield is slated to become the central training field for the Miskolc OMRE.

#### THE RUSSIAN AIRFORCE

(Source: Die Zeit, 2-9 March, 1950)

##### I. Grouping of the Russian Airforce:

Five groups in the West:

- a. Ukraine.
- b. Caucasus.
- c. Central Russia.
- d. White Russia.
- e. Baltic area.

Two groups in the East:

- a. Siberia.
- b. Central Asia.

The airforces of the satellite states are part of the White Russian group.

The groups consist of divisions. In March 1950, Russia had 180 airforce divisions, each consisting of 2 to 4 regiments (500 regiments).

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The regiments are always homogeneous. Air intelligence and anti-aircraft artillery do not constitute independent arms. Intelligence is attached to the regiments, and the anti-aircraft artillery to the ground artillery or to the armored forces. Pilot training lasts 1 1/2 years and training of radio operators and others 9 months.

## II. Breakdown of the Russian Airforce

### 1. Fighter Planes

First Line: 2,500 Yak-15 and mig-9 turbo-jet fighters with a speed of 1,000 kilometers per hour. An improved version of the German turbo-jet fighters.

600 Yak-17 turbo-jet fighters. It has the great disadvantage that it must land at a speed of 200 kilometers, otherwise it crashes.

100 R-5 rocket fighters, with a speed of 1,000 kilometers per hour, an improved model of the German ME-263.

### Second Line:

2,400 Yak-9s, modeled after the German ME-109, with a speed of 600 kilometers per hour.

1,100 LA-7s, modeled after the old German Fw-190.

### 2. Bombers:

700 TU-2s, modeled after the old German DO-19.

? [sic] PE-2s, modeled after the German HE-111, with a speed of 600 kilometers per hour. Bomb load: 2,000 kilograms. Range: 1,400 kilometers.

### Heavy Bombers:

450 four-engined planes. Ten percent are turbo-jet.

420 TU-70s, modeled after the American BE-29, with a speed of 500 kilometers per hour. Bomb load: 4,000 kilograms. Range: 500 [sic] kilometers.

30 four-engined ILR-1 turbo-jet bombers. Speed: 500 kilometers

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per hour. Range: 6,000 kilometers.

PE-16 in the experimental stage, modeled after the JU-287. Equipped with four gas turbine engines. Bomb load: 3,000 kilograms. Range: 7,000 kilometers.

Il-24-X, modeled after the German DFS B-346, supersonic. Speed: 1,300 kilometers per hour; designed to deliver the A bomb. Equipped with two gas turbine engines and v-shaped wings.

Attack Bombers:

900 single-engined Il-10s. Speed 700 kilometers per hour. 200 TU-4 jet bombers. Speed: 800 kilometers per hour.

III. Defects of the Russian Airforce:

a. Lack of personnel. For example, eleven men per ship instead of the required twenty.

b. Number of radar sets far from sufficient. Very many airfields are not equipped with radar.

c. Many airfields are not equipped with concrete runways, two-way radios, <sup>or</sup> ~~and~~ even with fire engines and snow blows.

IV. Russian Airforce in West Germany:

Fighters: 520 Yak-9s

120 LA-7s and LA-9s

160 Jet fighters (40 Yak-15s, 70 Yak-17s, 50 Mig-9s)

Bombers: Two-engined planes only, TU-2s and PE-2s.

Training ships: 100 biplanes.

Only 10 percent of the airfields are equipped with radar.

Karcag: In July, 1950, the old barracks was in ruins and was guarded by Hungarian soldiers.

Szekesfehervar: The Russians left the airfield in June. In September, there was no guard on the field. Commandant: Colonel (previously Major) May.

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The airfields on Sesto, as well as at the adjacent Tata and Borgond, were to be completed by the end of September, 1950.

Miskolc: Division Commander: Brigadier General Dees; Chief of Staff, Colonel Dekany (it is possible that he is commandant of artillery only).

Artillery at Miskolc: one 10.5 centimeter long-range mechanized artillery group. Four-wheeled gun carriages. 101st anti-aircraft (or mechanized) artillery regiment.

Szolnok: One anti-aircraft artillery group (equipped with automatic rifles).

Szeged: In July, the population was notified that the Russians were coming and should be given a friendly reception. The renovation of barracks was being completed.

Pecs: The second district [sic] was transferred to Szekesfehervar in August.

Nagykanizsa: 8th Infantry Regiment.

Borgond: Two infantry companies on the former airfield. Recruits who were later transferred to the 9th infantry were trained here.

Bunapentele: The military building is being repaired. ( [First sentence in parantheses unintelligible.] This is located 5 to 6 kilometers south of the town.)

Hajmasker: Artillery Commandant: Brigadier General Akos Gesztesy (born 1891; is reported to have been called to active duty in July.) There is 7.62-caliber artillery at Hajmasker.

Gyongyos: A reconnaissance battalion is stationed here.

Papa: The Russian flyers previously stationed at Papa have been transferred to Balatonszabadi. Observed on 6 September: six single-engined fighters and jet fighters flew from Papa to Balatonszabadi.

Piliscsaba: One shock [sic] artillery battalion. Commander: Major Jeno Kallay (class of 1935).

Miskolc: Special artillery signal school.

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Uezog: (south of Pecs) Russian armored division headquarters.

#### AIRFORCE:

Three training units: Matyasfold; commandant, Major Huvos.

Sudaors: Truck driver school.

Czolnok: GME aviation armors' school.

Papa: Parachute training school.

Bakacsokata: GME parachute training.

Csereb: " " "

Bagyarakos /Budapest/ " "

Kecskemet: Fighter battalion (2 companies).

52 Yak-9s and one combat battalion (2 companies).

52 IL-10s. Regimental commander Major Tóth

(previously sergeant).

There are 50 Yak-9s and 50 IL-10s ready for delivery. Most likely, these will be delivered after the return of the second training group (150 to 200 trainees) from Russia in December. It is reported that after the return of the first group, the Hungarian airforce will receive also Yak 17s.

Commandant of the airforce: Col Andras Zalka.

Russian expert assigned to him: Col Kovachevich.

Chief of Staff: Barna Horvath.

Organization: Robert Keleti-Kurz (class of 1935).

Organizational insignia of anti-aircraft troupes is red with white borders and for the signal troops a bolt of lightning.

#### SOVIET EQUIPMENT

##### 1. First line planes:

Yak-17 (?) [sic]. Single-engined, jet monoplanes with low wings.

(Developed from the Yak-3 and Yak-9.)

MLG-3. Midwing, axle-compression, rocket-powered (2 rockets) combat

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planes. wing span 12.8 meters; length 11.6 meters; wing area 25 square meters; cockpit covered with plexiglass. Armament: one automatic rifle (caliber?); 2 large-caliber machine guns (probably 20 millimeter).

MIKOYAN. Two-rocket combat plane, an improved model of MIG-3, with approximately identical specifications. (The letters MI in MIG denote Mikoyan, while the letter G is the initial of another Soviet designer.)

TUPOVLEV. Twin-engined jet bomber with axle compression; cockpit and bomb bay covered with plexiglass, affording full vision under the wings. Modeled after the Junkers JUAC-004-B. Armament: 2-3 large-caliber machine guns. Bomb load unknown. No other data available as yet.

Ilyushin. Four-engined jet monoplane with high wings and two turrets (one built into the fuselage and one into the tail).

IL-70. Transport plane. A copy of the B-29, except that its fuselage is 6 meters longer.

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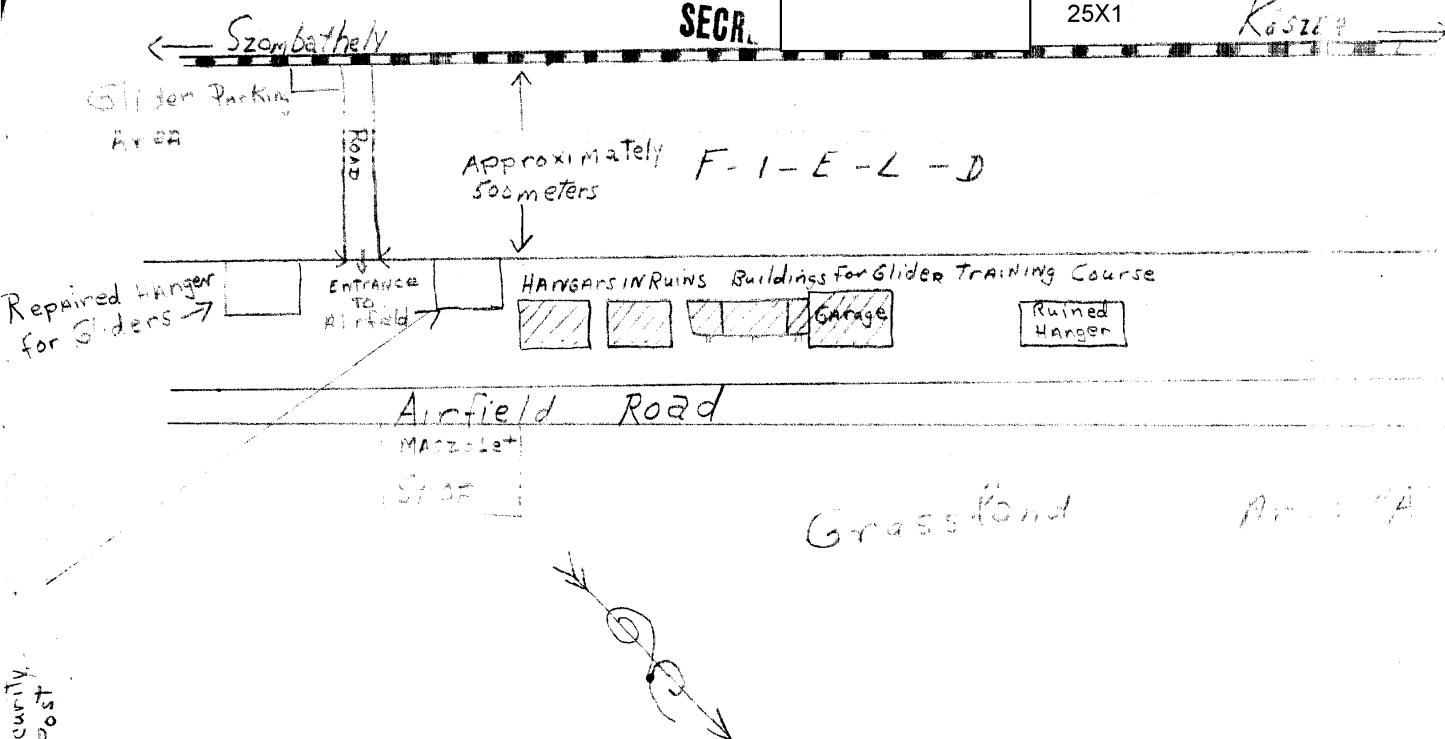
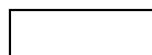
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